

FIG. 1

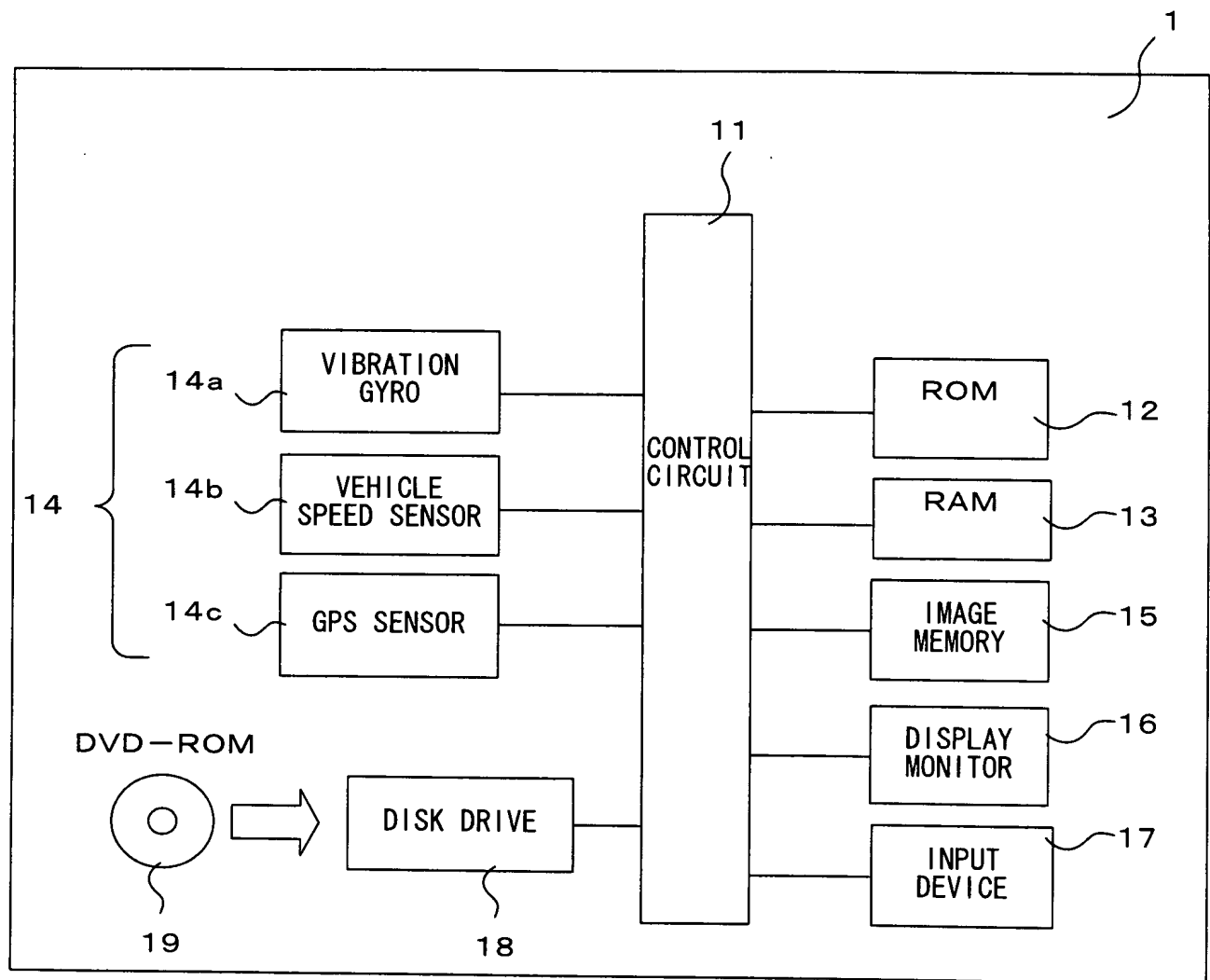


FIG. 2

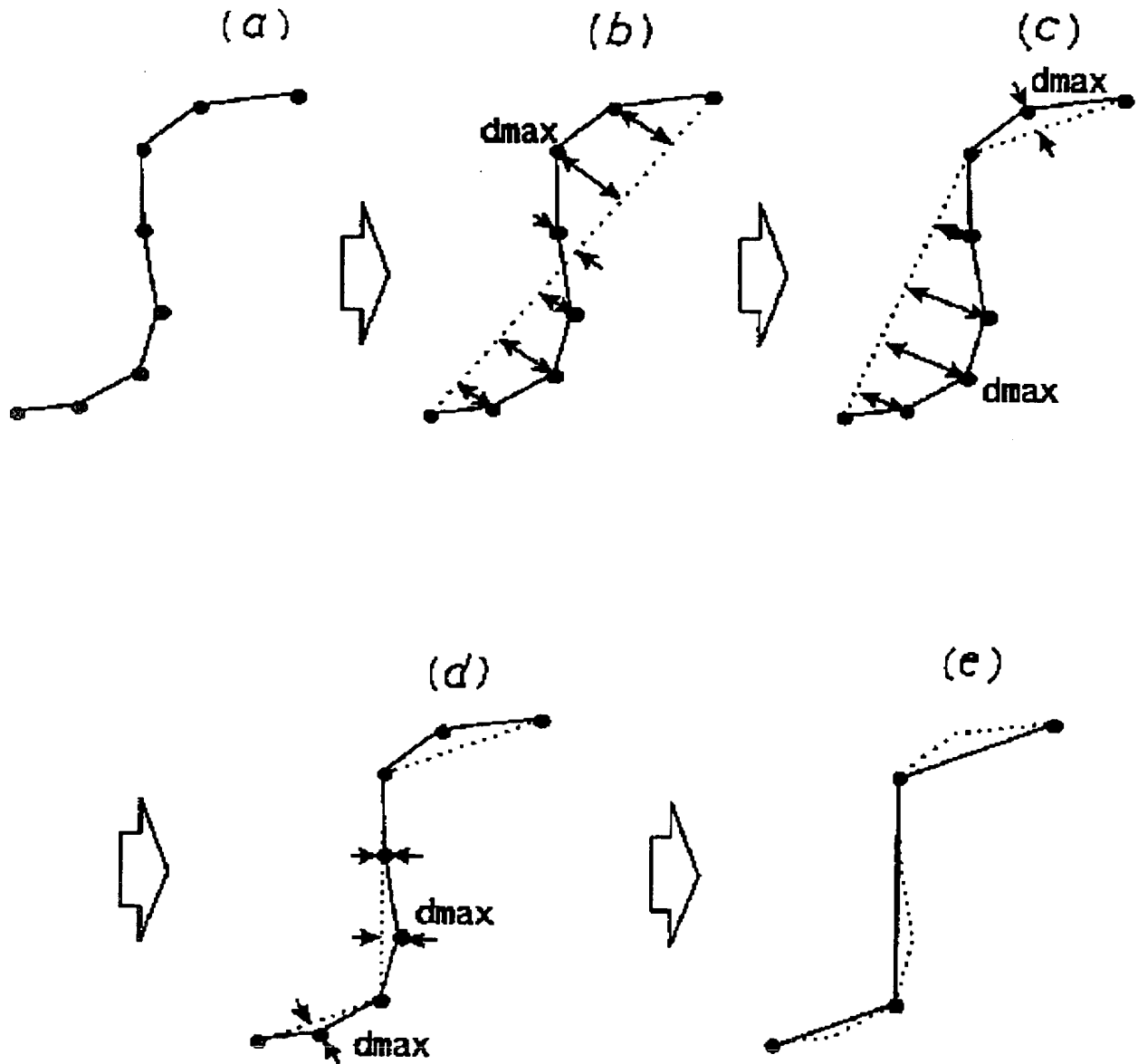


FIG. 3

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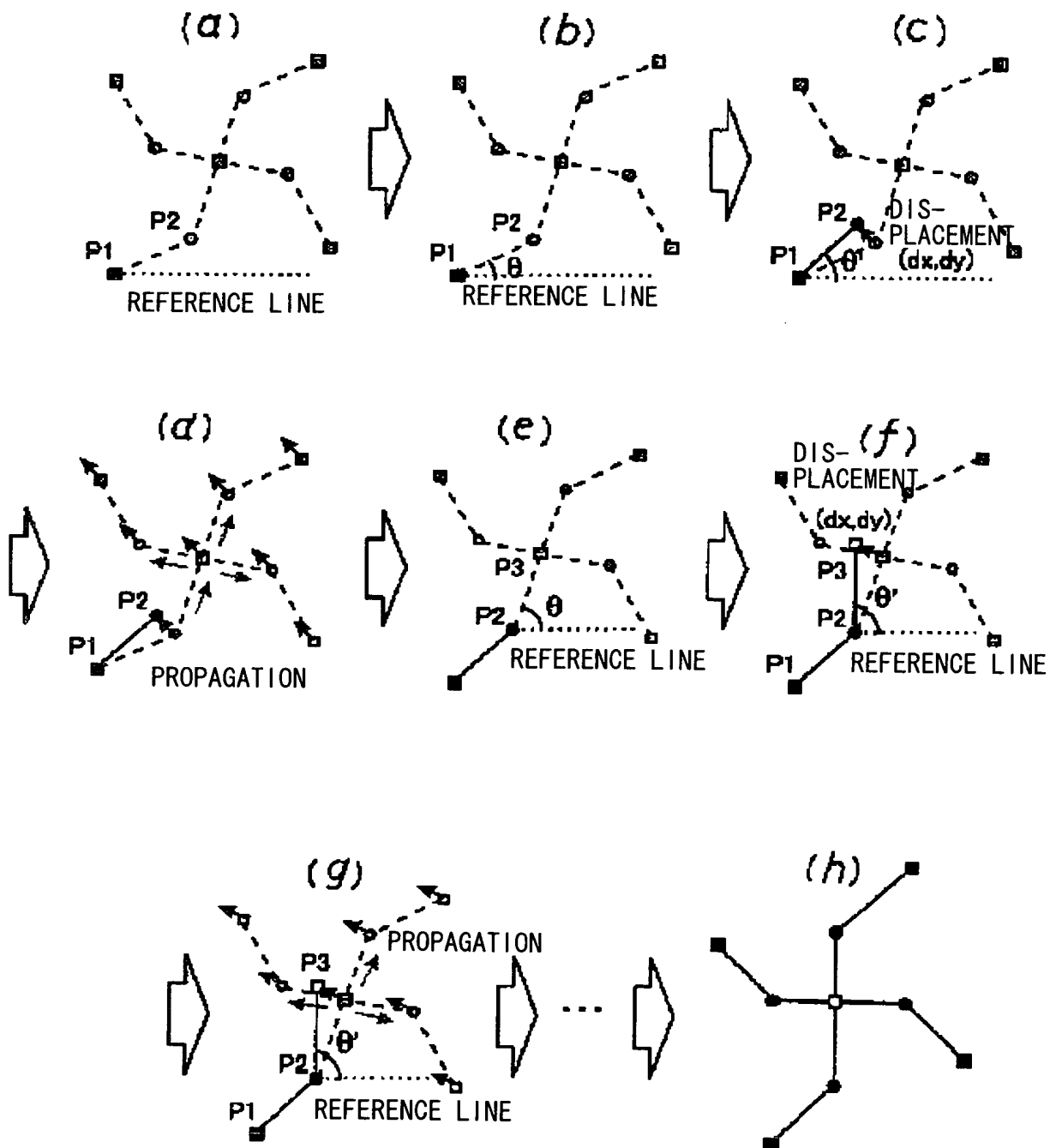


FIG. 4

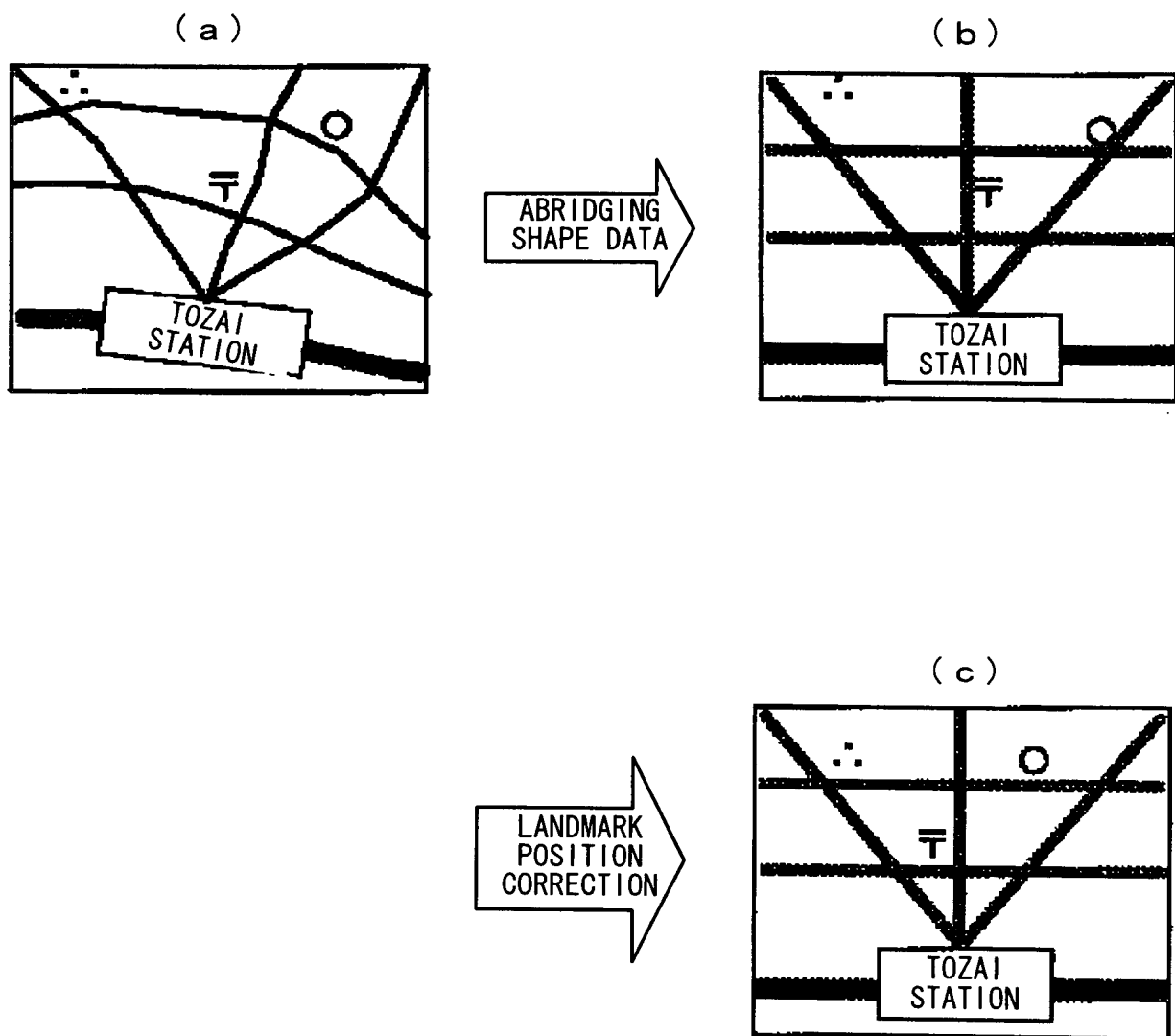
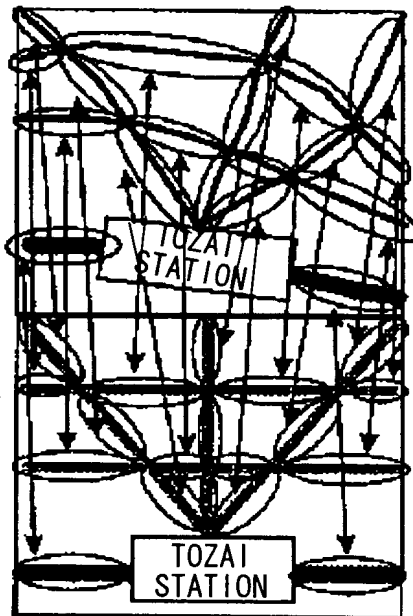


FIG. 5

(a)



(b)

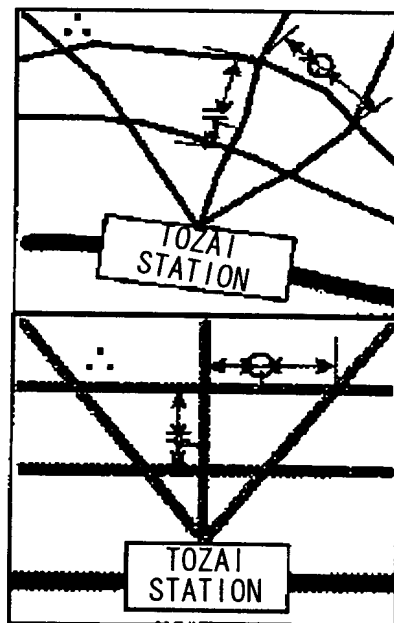
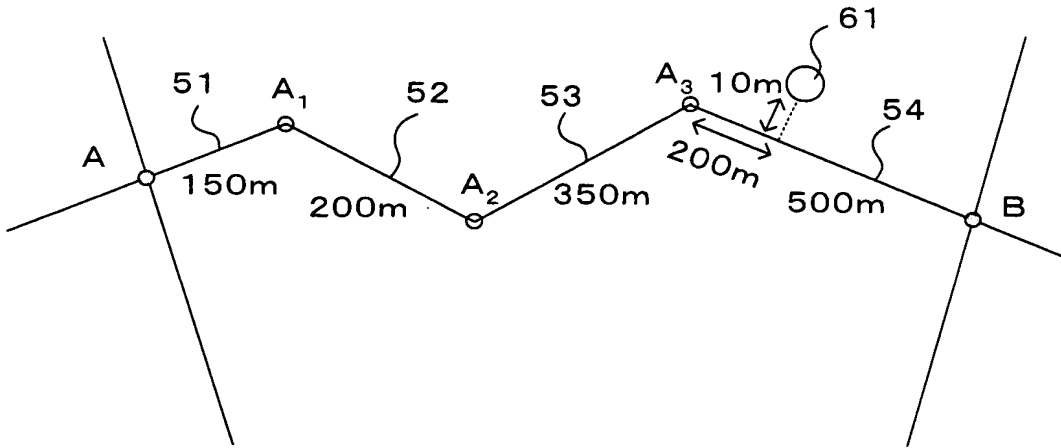
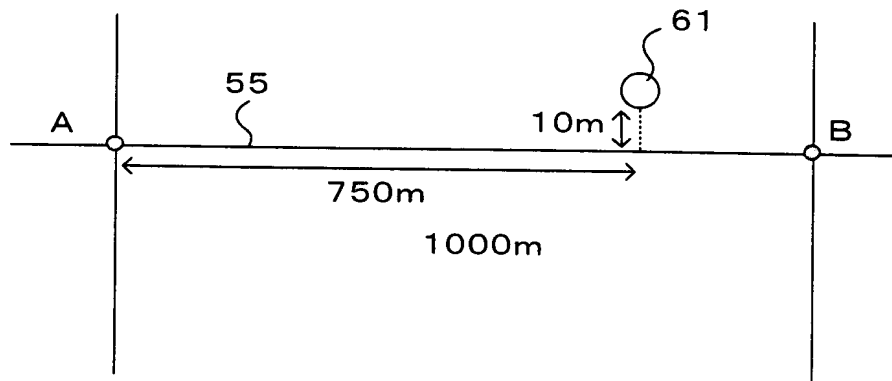


FIG. 6



(a)



(b)

FIG. 7

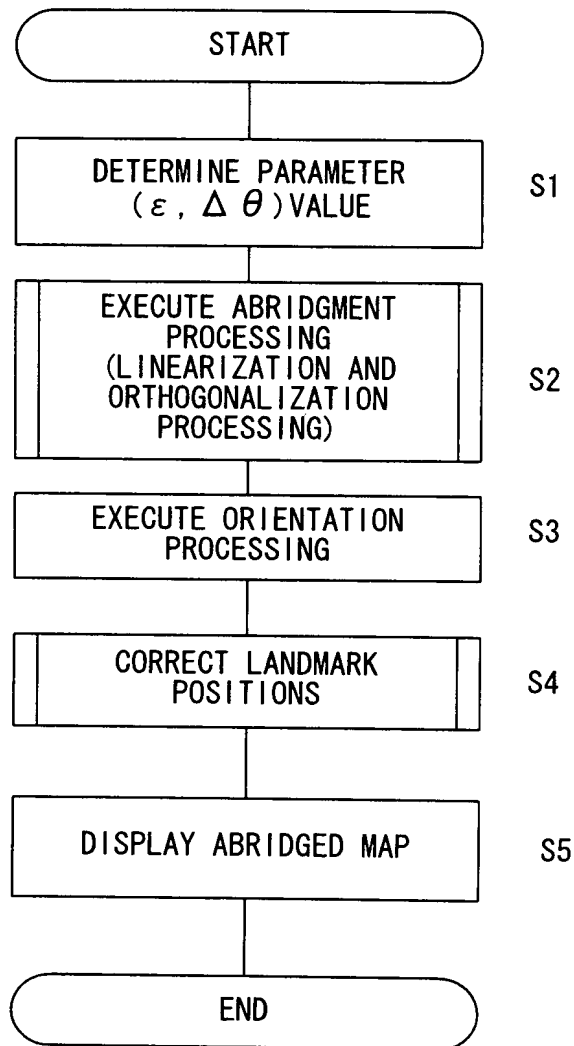
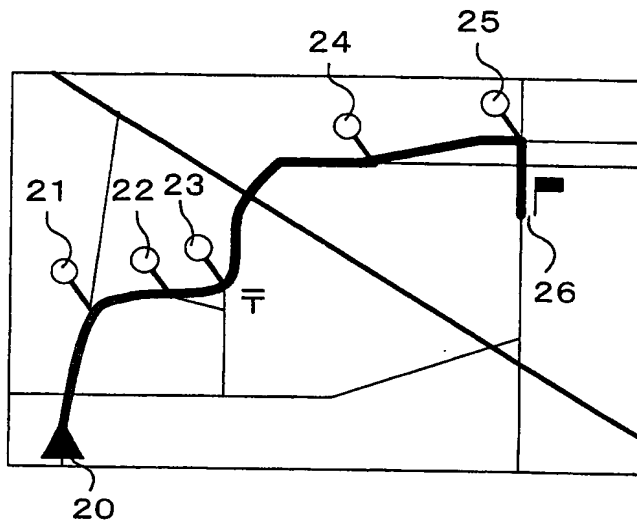
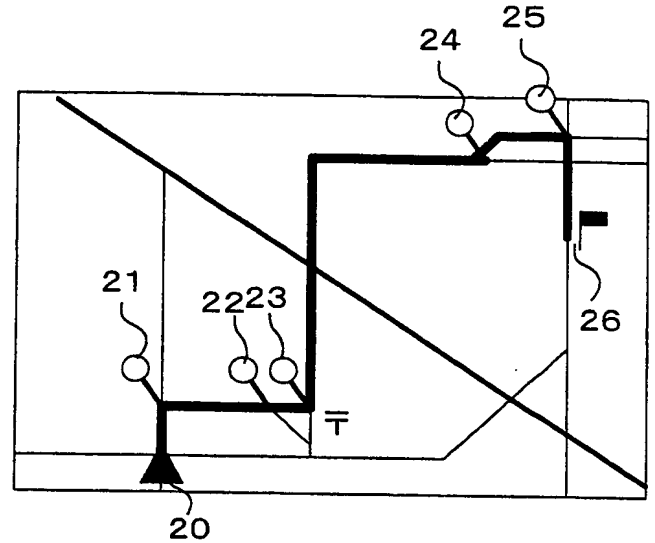
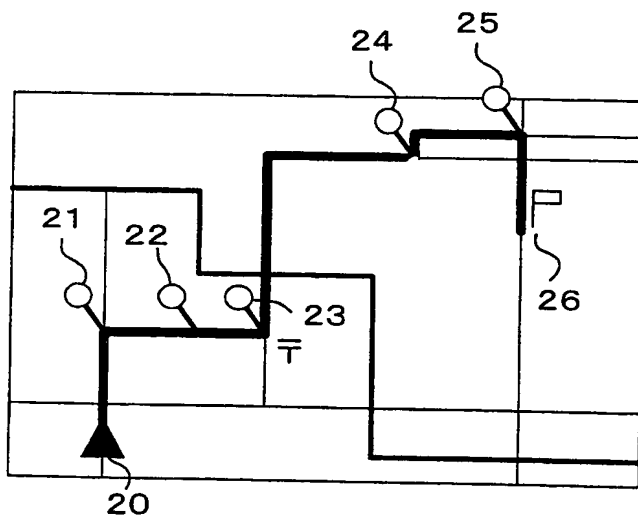
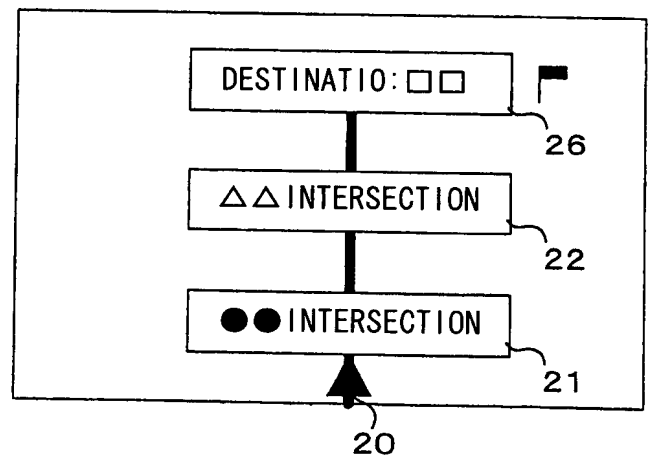


FIG.8

## WIDE-AREA MAP DISPLAY



(a) ABRIDGMENT FACTOR 0 (INITIAL MAP)

(b) ABRIDGMENT FACTOR 1 ( $\Delta \theta = 45^\circ$ )(c) ABRIDGMENT FACTOR 2 ( $\Delta \theta = 90^\circ$ )(d) ABRIDGMENT FACTOR 3 ( $\Delta \theta = 180^\circ$ )

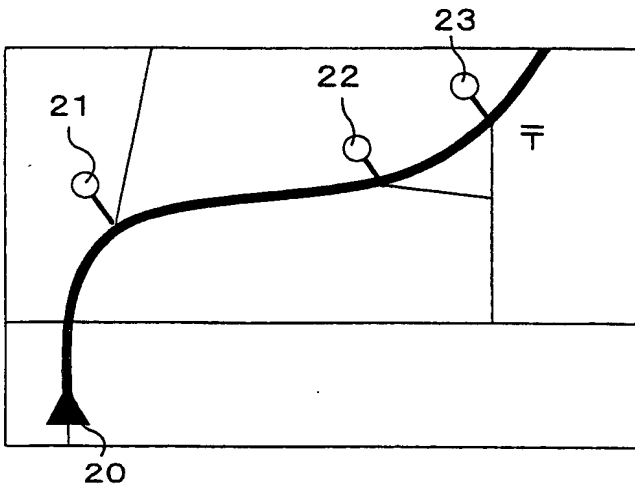
  
 GUIDANCE-REQUIRING INTERSECTION

  
 DESTINATION

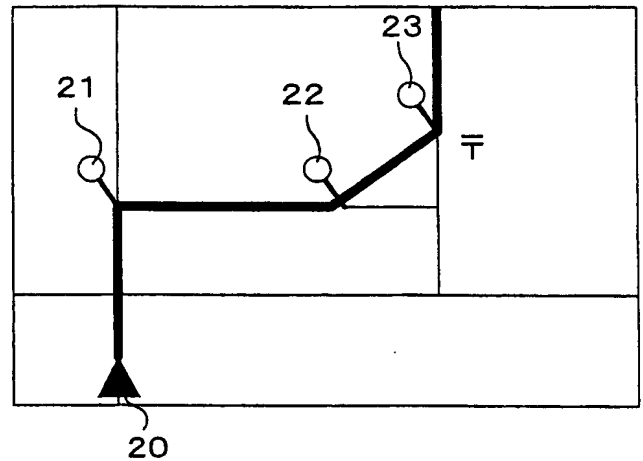
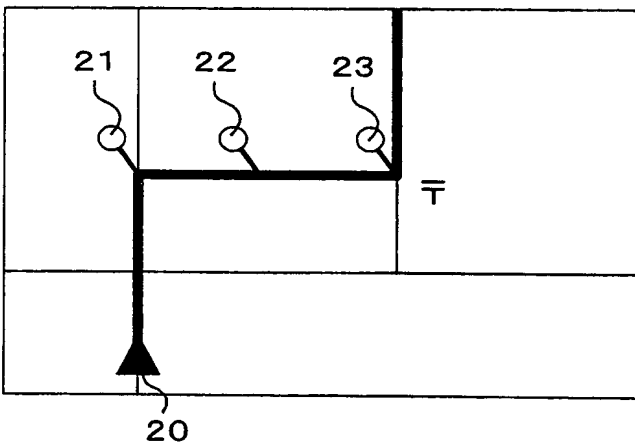
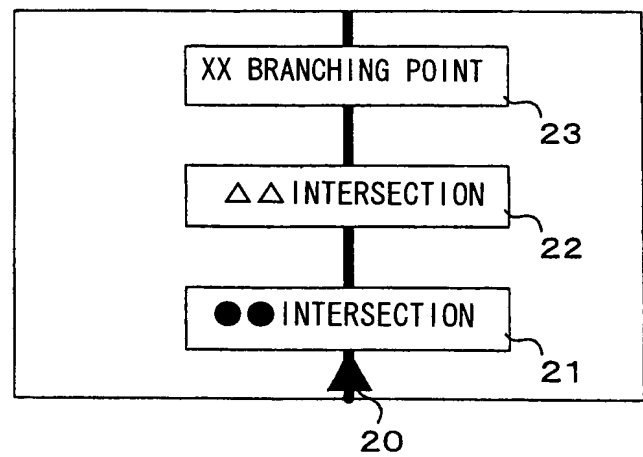


FIG.9

## DETAILED MAP DISPLAY



(a) ABRIDGMENT FACTOR 0 (INITIAL MAP)

(b) ABRIDGMENT FACTOR 1 ( $\Delta \theta = 45^\circ$ )(c) ABRIDGMENT FACTOR 2 ( $\Delta \theta = 90^\circ$ )(d) ABRIDGMENT FACTOR 3 ( $\Delta \theta = 180^\circ$ )

GUIDANCE-REQUIRING INTERSECTION



DESTINATION

FIG.10

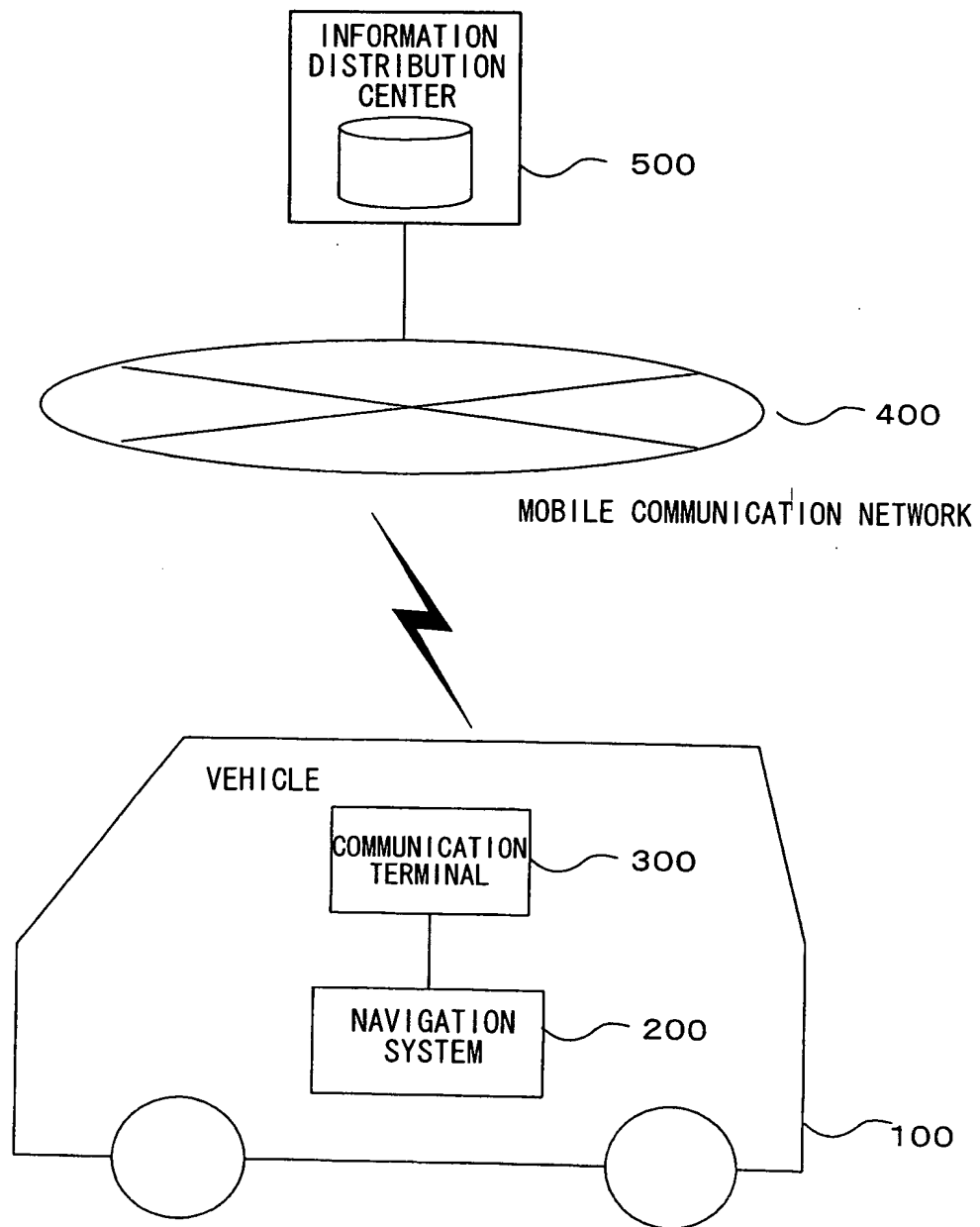


FIG.11

